

GEARYLAW EXTENDED

Representative McCreary's Measure Passed by the House.

Chinese Granted Six More Months in Which to Register, Be Photographed and Take Out Certificates.

PACIFIC COAST SATISFIED

Hearing of the Indiana Railway Tax Cases Postponed.

Argument Will Be Heard When Justice Brown Is Better and Mr. Hornblower Is Confirmed.

WASHINGTON, Oct. 16.—The House, this afternoon, passed the McCreary bill, with the amendments offered by Mr. Geary and Mr. Cammeltt. The bill, as passed, extends the provisions of the Geary law six months, defines Chinese laborers and Chinese merchants, makes mandatory photographic identification, requires marshals to carry out orders for deportation, failing Chinamen without bail pending the execution of a deportation writ and excludes Chinamen convicted of felony from permission to register. Mr. Geary declared that the bill, as passed, is perfectly satisfactory to the coast, and if enforced at the expiration of the time limit will settle the Chinese problem. Those who depart will not be able to transfer their registration certificates, and, in the course of time, all will disappear from these shores. The administration is also satisfied with the bill. Chairman McCreary, of the foreign affairs committee, avers:

There were about one hundred members present when the House was called to order. Mr. Bowers, rising to a question of personal privilege, sent to the Clerk's desk and had read a newspaper extract saying that in his speech a few days ago he had attacked the Christian religion. He felt it due to himself to deny the correctness of this statement. He had never attacked the teachings of the Christian religion.

The House then resumed the discussion of the McCreary bill to amend the Geary Chinese exclusion act. Mr. Blair said that whatever might be accomplished in the way of legislation at this extraordinary session, it would be conceded by all, it would be the verdict of the future, that never, in so short a time, had three great questions been so eloquently and ably discussed as the three questions that had come before the House. First, there was the currency; then there was the federal election bill; and now there was the bill amending the Geary law. The pending bill covered the whole question of the exclusion of the lower forms of Chinese labor from this country. Without national appropriation, if this bill was defeated, that act would be nullified. The bill, as amended, would not only nullify the act, but it would also nullify the photograph feature of the Geary act. No honest man would refuse to give his certificate, and his picture attached. The Chinese had established a Sodom in San Francisco and a Gomorrah in New York, and he would not permit them to be deported. He was as strong as the right to exclude them in his own right. He would agree with those sentimentalists who said the United States had dealt with China in a dishonorable way.

Mr. Wilson, of Washington, opposed the bill, which, he said, was, in some respects, the most remarkable ever introduced into Congress. He criticized the administration for its failure to carry out the law. The President had nullified the law by his executive order.

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INDIANA TAX CASES.

The Supreme Court Postpones Argument for Several Days.

WASHINGTON, Oct. 16.—The Big Four and other Indiana railway tax cases which were to come before the Supreme Court of the United States to-day or to-morrow have been postponed. The court to-day passed the cases for rehearing before the full bench, and they will not be argued until all of the court is present. Justice Brown met with a severe accident last week, which will necessitate his absence from the court for some days yet. There were in the court today the attorneys upon both sides of the case ready to begin the argument. The Indiana attorneys present were Messrs. Butler, Dye, Smith, Keen and Beveridge. Mrs. Dye and Miss Dye, who are with Mr. Dye, had made arrangements to remain in Washington during all of the week, but the entire party intend to return to Indianapolis and await notice from the Chief Justice as to the time when the argument will be heard. It may be some weeks before there is a full bench, although Chief Justice Fuller

thinks it probable that the argument may be submitted within a week or ten days. The Supreme Court rested to the dockets before the argument before a full bench the case of Norman Brass against the State of North Dakota, involving the question of the right of the State to regulate the freight rates established by the Texas Railroad Commission, was also set down for a full bench. Chief Justice Fuller remarked that he did not know when that would be, though it would be a full bench or five days. Ann Arbor railroad strike case, appealed from a decision of Judge Ricks, committing engineer Lennon, of the Lake Shore road, to jail for contempt, in refusing to obey an order of court and handle Ann Arbor business, was set for argument the second Monday in November. A number of capital and other criminal cases from the courts for the Indian Territory, also, were advanced for hearing on the 16th day. Solicitor-general Maxwell moved to advance the case of the Covington & Cincinnati Bridge Company against the State of Kentucky, and Senator Lindsay opposed the motion. The company alleged a violation of its constitutional rights by an act of the Legislature regulating tolls. Chief Justice Fuller, to-day, denied a motion of counsel for Virginia to open its bonds in dispute with Tennessee, decided in the latter's favor, at the last term of this court. This means that the bonds of Virginia near here and other towns in northeast Tennessee will remain as at present.

It was thought that the Senate committee on judiciary would, at its meeting this morning, take up and dispose of the nomination of Judge Hornblower of Iowa, to be Associate Justice of the Supreme Court, but there was not a full committee in attendance. The committee on the nomination was again deferred. The Supreme Court judges now sitting are Chief Justice Fuller, Justices Harlan, McKenna, and Lindley, and the associate justices, Justices Brown, Peckham, and Brewer. The court is now in the midst of the term, and the cases are being heard in regular order.

HOKE SMITH'S SPY SYSTEM.

It Will Cost \$750,000, but It Is Hoped to Make Pensioners Odious.

Special to the Indianapolis Journal.

WASHINGTON, Oct. 16.—It is proposed to spend, during the ensuing fiscal year, half as much money in the work of "purging the pension rolls" as in the work of the pension system. It doesn't cost over \$1,000,000 a year to pay the pensioners who constitute the pension examining boards throughout the country, the pension agents and their clerks and the large force here in the Pension Office. It costs less than 1 per cent. of the pension disbursements, to pay for the work of placing pensioners upon the rolls and paying them.

Hoke Smith has already placed at his disposal for the current fiscal year \$300,000 "for the investigation of pension cases," and he has reported to Congress that he must have \$300,000 more. This makes a total of \$600,000. Added to this is the pay of an immense force of clerks who have been sent to the field to engage in the sneak work of spying upon the old soldiers, their widows and other relatives, for the purpose of patching up hearsay evidence and slanderous reports upon which pensioners are dropped from the rolls. The work of the pension examining boards throughout the country, the pension agents and their clerks and the large force here in the Pension Office. It costs less than 1 per cent. of the pension disbursements, to pay for the work of placing pensioners upon the rolls and paying them.

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THROOP'S RESIGNATION RECEIVED.

Special to the Indianapolis Journal.

WASHINGTON, Oct. 16.—Secretary Carlisle to-day received the resignation of Joseph Throop, collector of internal revenue for the Terre Haute district. His resignation was requested several days ago. It is expected that Throop's successor will be nominated in a day or two, and that his name will be Joseph W. of Terre Haute.

General Notes.

Special to the Indianapolis Journal.

WASHINGTON, Oct. 16.—William Chandler was to-day appointed postmaster at New Marion, Ripley county, vice Theodore Brown, resigned, and J. M. Smelser, at Ohio Falls, Clark county, Indiana, vice William Reynolds, removed.

The Controller of the Currency to-day appointed Daniel W. Krieger, of North Manchester, receiver of the First National Bank of North Manchester.

The First National Bank of Normal, Ill., with a capital of \$500,000, has been authorized to begin business. John W. Aldrich is president and Charles C. Schneider, cashier. Miss Cannon, of Danville, Ill., has arrived in this city, and is with her father at the Normandie.

Edwain Marsh, a well-known attorney, of Greencastle, was admitted, to-day, to practice before the Supreme Court of the United States upon the motion of Representative Bynum.

"MARRIAGE is not a failure in homes where Garland" Stoves and Ranges are used.

For a disordered Liver try Beecham's Pills.

\$3.50—CHICAGO AND RETURN—\$3.50.

Via Pennsylvania Line.

For all trains of Tuesday, the 17th, and Saturday the 21st. Tickets good ten days. All trains stop at South Chicago, Crossing and Englewood. For tickets apply to agents Pennsylvania Line, or address W. F. BUNN, D. P. A., Indianapolis.

\$4.50—Chicago and Return—\$4.50.

Every day via the Pennsylvania Line.

ANOTHER BOAT LOST

The Steamer Wockken Wrecked in the Storm on Lake Erie.

Thirteen of Her Crew Washed Overboard and Drowned and Three Saved After Great Suffering.

FRUITLESS BATTLE FOR LIFE

Story of the Only Survivor of the Steamer Dean Richmond.

He Was Swept Into the Water by a Big Wave and Tossed on the Beach—Other Lake Disasters.

BUFFALO, N. Y., Oct. 16.—Thirteen more victims have been added to the already long list of fatalities resulting from the great lakes Saturday and Sunday last. It is now definitely known that the steamer Wockken, of Cleveland, foundered in ten fathoms of water, just above Long Point on the northern coast of Lake Erie in the recent storm, carrying down with her all but three of her crew. The list of those drowned is as follows:

ALBERT MESWALD, captain, Marine City.

MISS SARAH MESWALD, his sister, Capt. John Mitchell, Cleveland.

CAPT. DAVID JONES, first mate, Cleveland.

MATTHEW HASLER, second engineer, Cleveland.

MICHAEL HICKLEMAN, chief engineer, Cleveland.

CHARLES MINARD, steward, Marine City.

HENRY BINKLEY WAREHAN, Marine City.

JOHN HINKLEMAN, fireman, Marine City.

GEORGE SMITH, fireman, Marine City.

EDWARD ELDRIDGE, watchman, Marine City.

MIKE KENNY, deck hand, Marine City.

WILLIAM EACHL, wheelman, Marine City.

The saved are: J. P. Baph, second mate; Robert Crowding, deck hand; and J. H. Rice, wheelman, all of Cleveland.

The last few weeks of the navigation season of 1893 will live long in the memory of lake mariners for its fatalities. The story of the fate of the Dean Richmond, in Lake Erie, is supplemented by the loss of one or two lives from a number of vessels composing the lake fleet, and now comes the news of the loss of the Wockken, with its cargo of human souls. It is too early to attempt any estimate of the money loss by the sinking of small craft at various points in the chain of the great lakes from Detroit to the mouth of the St. Lawrence. All incoming vessels are minus part of their rigging, are badly stove in or otherwise show marks of their terrible experience with the wind and heavy seas.

The Wockken was bound from Ashtabula to Duluth with a cargo of coal. She sailed on Friday, on the eve of the great storm, from near the starting point of the ill-fated Dean Richmond, and must have encountered the storm at the height of its severity, while making for shelter, as was the case with the Richmond. Long Point, on the north shore of Lake Erie, was the haven sought by both vessels, but both became prey to the dangerous coast along to the westward. The Canadian border, "The Wockken" made her way to Erie in safety. There she picked up to her in the lake. Joseph Paige, and proceeded up the lake. The vessel had proceeded well into the lake before she was struck by the storm. She faced the gale and prepared for the battle for life. After she had been swept fore and aft by the tremendous seas, and had been almost dismantled, Captain Meswald saw that further efforts to combat the storm were useless. His boat was being rapidly torn to pieces, and the only hope was to seek the protection of Long Point. The sea was too much for her, and it was soon found necessary to drop the Paige.

The vessels had clung together in the hope that if either must succumb the other might prove the means of saving the lives of both crews. It was only as a last resort that the Wockken was forced to seek the protection of Long Point. The sea was too much for her, and it was soon found necessary to drop the Paige.

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THE ONLY SURVIVOR.

Special to the Indianapolis Journal.

DUNKIRK, N. Y., Oct. 16.—Only one man escaped from the lost steamer Dean Richmond, and he was found on the beach near Van Buren Point to-day. His haggard face and sunken eyes told a story of terrible suffering. He was aimlessly wandering up and down the beach, and when spoken to burst into tears and said he was looking for his dog. He was questioned and said he had been washed off the Richmond and was unquestionably the only one saved from the vessel. After he had been cared for and given stimulants he recovered sufficiently to tell the story of the awful last hours of the steamer. He said his name was C. J. Clarke and he shipped in Toledo just before the Richmond sailed.

The Wockken was owned by John Mitchell, of Cleveland, and was chartered by the Advance of Milwaukee. Her cargo was 1,800 tons of coal consigned to W. L. Scott & Co., of Buffalo, N. Y.

There were thirteen men in the Richmond's crew," he said, "besides Captain Stoddard, his wife and three children. We left Toledo at 6 o'clock Friday night, and sailed along all night all right until we got into the gale on Saturday. It struck us hard from the very start, but if we had had the good luck we would have weathered the storm and been safe in port in Buffalo at this minute. We tried to get into Ashtabula, but could not. Then Captain Stoddard decided to make the run to Buffalo if he could. We were in very good shape then, although we were badly wrecked by the heavy seas, which struck us, it seemed, from every side. About 2 p. m. the matter began to get serious. We were sighted a couple of steamers. They were quite a distance away, but we signalled them for assistance. They either did not see us or could not get to us, for they went right along fighting their way into the storm headed toward Buffalo.

The waves ran over our decks, and everything which was movable was swept overboard. The Captain's wife and children were lost overboard in the cabin. For the sake, and the crew were working for their lives on deck. An hour later we had lost a mast and smokestack. Then we were driven to drift along at the mercy of the wind and waves.

About 7 o'clock in the evening the wheel house was washed away. The rudder and wheel were broken and we were badly crippled. We were then about fifteen miles from shore, and after considerable work managed to set the rudder so we could make for the shore. The Captain had made up his mind to run for the shore and beach his vessel. He made fair headway with a hard fight, and I began to get things ready to go ashore. Then the Captain's wife and captain I went back to the cabin, but just before I reached there a big wave struck us. This must have been about 11 o'clock. I gave myself up for lost when I found myself in the water. I kept sight of the lights of the ship for some time, and saw her drifting down the lake, turning and twisting in the wind. I did not know anything until I found myself lying on the beach near a town which I found myself I went into the town. I had some money and got something to eat. I heard this morning that she had gone to the bottom. I came over here to try to find my dog."

Clarke insisted on continuing his search for his dog, and he went to the shore an overturned yawl from the Richmond was found. Clarke saw it, jumped overboard and threw it over the side. He tied to the boat, the dead body of the dog.

Among the bodies found this morning were those of Captain Stoddard and mate Boylessen. The Captain's watch was stopped at 12:30 o'clock, showing that he kept sight of the hope of saving the steamer and had prepared to leave her. A lighter and pile driver are ashore between Erie and Putney Point, and it is supposed that the crew were drowned. Nothing has been heard of them so far.

Saw a Barge Founder.

SAULT STE. MARIE, Mich., Oct. 16.—Joe Lefebvre, a sailor on wharfedock No. 122, claims that when eight miles above White Fish Point on Saturday afternoon, at about 4 o'clock, he and another sailor who was on watch saw a large three-masted steam barge founder. No further particulars are obtainable. The story is given for what it is worth. The steam barge Cleveland, north of Beaver Island, Lake Erie, was on shore and in bad condition. Twelve feet of water is in her stern and her machinery is disabled. Her crew are safe.

Three Barges Ashore.

MARQUETTE, Mich., Oct. 16.—The steamer Cambria, which arrived this morning, reports seeing three lumber-laden barges ashore above where the Kershaw and consorts lay, but their names could not be made out from the Cambria. Their rigging was badly torn and their deck loads were gone. A very heavy sea was running, and the Cambria could make no attempt to render assistance. One of the boats lying near the Kershaw was flying a signal of distress.

Roved Eighteen Miles.

PORT DOVER, Ont., Oct. 16.—The steamer Whitaker went ashore at Long Point Saturday. She was bound up the lake, light, drawing eleven feet of water. After losing her anchor and chains during the storm she jumped the bar on which there was about three feet of water, and is now lying between the bar and shore. The crew are safe, after having roved eighteen miles.

Two Drowned.

ST. JOHNS, N. F., Oct. 16.—The bark Martin Luther was wrecked in the narrows last night. Two of the crew of fourteen were drowned. The rest were rescued with difficulty.

ANTI-TRUST ASSOCIATION.

Organization Completed by Electing Officers—Appeal to the President.

CHICAGO, Oct. 16.—A meeting of members of the Anti-trust Association of the United States was held to-day for the purpose of completing organization begun in June under call of Governor Nelson, of Minnesota. Representatives from most of the States except the Pacific were present. The following officers were chosen: President, Francis B. Thurber, New York; vice president, E. Rosewater, Nebraska; treasurer, Graem Stewart, Illinois; secretary, R. M. Easley, Illinois. An executive committee was named, of which S. B. White is the Indiana member. The following resolutions were adopted:

"Resolved, That the Anti-trust Association of the United States, organized by authority of the convention composed of delegates appointed by the Governors of the several States, and consisting of three members from each of the States, has this day been fully organized, therefore, be it

Resolved, That the committee of three be appointed by the chairman of this meeting, of which he shall be a member, to recommend to the Congress the creation of a bureau of corporate supervision and control to the end of that fictitious or fraudulent messages to Congress by the President, and any business coming within the provisions of the federal constitution relating to interstate commerce may be prohibited, and the Controller of the Currency, and empowered by law to collect statistics relating to the financial condition of all corporations, and to have access to all such corporations, and be it further

Resolved, That the committee be respectfully request the President to further recommend to the Congress of the United States the passage of a bill to prevent the combination of capital or corporate wealth and power for the purpose of limiting production, destroying home competition or controlling the price of raw material and manufactured products."

The following committee was appointed: E. H. Rosewater, Charles A. Roy and J. A. Tawney.

FIRE AT PORTLAND.

Row of Business Houses Burned—Heavy Loss and Light Insurance.

Special to the Indianapolis Journal.

PORTLAND, Ind., Oct. 16.—Portland was visited by a disastrous fire last night. It started in Hearn's restaurant, on the east side of Meridian street, taking the row of buildings from Main street to the alley behind. The following firms were ruined and lost most of their stock: Adair Bros., druggists; loss, \$8,000; insurance, \$5,000. Shaw's meat market; loss, no insurance. Smith Bros., barbers; loss, no insurance. Oct. 16. State Examining Packaged of Plymouth, has been here during the past two weeks, and it is now known that the bank cannot resume until it has been thoroughly reorganized. Steps will be taken at once toward a reorganization, which, it is believed, will be accomplished within a few weeks.

Business Embarrassments.

NORTH MANCHESTER, Ind., Oct. 16.—Contrary to expectations, the bank of W. Krieger, of this place, as receiver for the First National Bank, which suspended Oct. 15, State Examining Packaged of Plymouth, has been here during the past two weeks, and it is now known that the bank cannot resume until it has been thoroughly reorganized. Steps will be taken at once toward a reorganization, which, it is believed, will be accomplished within a few weeks.

MILWAUKEE, Wis., Oct. 16.—Jacob E. Singer & Co., woollens and tailor trimmings, assigned to-day to Adolph Segnitz, who has been fixed at \$100,000. No statement of assets or liabilities was given.

COSHEN, Ind., Oct. 16.—F. B. DeFreese, flour mill, assigned to-day. Liabilities, about \$8,000; assets, considerably in excess.

Y. P. C. U.

WASHINGTON, Oct. 16.—The fourth annual convention of the Young People's Christian Union of the Universalist Church was held to-day at the Washington Hotel, Church of Our Father. The meeting opened with devotional exercises, led by Perry B. Gath, of Zanesville, O., president

of the Ohio State Union. The address of welcome was delivered by A. S. Yantis, of this city, and was responded to by J. T. Moore, of Philadelphia.

JEALOUS WOMEN.

Mrs. Lease and Mrs. Johns Fire Incendiary Letters at Each Other.

TOPEKA, Kan., Oct. 16.—The woman suffragists of Kansas who, with a great flourish of trumpets, a month ago began a campaign for the right of women to vote at all elections, are not now working together in peace, love and unity. Dissensions and jealousy have arisen, and there is prospect of a division on party lines. The trouble began with Mrs. Laura L. Johns and Mrs. Lease. Mrs. Johns is a Republican and Mrs. Lease a noted Populist. Mrs. Lease declined to speak at the Johns' meeting, and that led to an interchange of fiery letters, which have just been made public, in which much impolite language was used. The trouble now threatens to spread from the leaders to the rank and file, in which event the cause of the suffragists is sure to suffer.

GENERAL WEATHER BULLETIN.

Forecast for To-Day.

WASHINGTON, Oct. 16.—For Indiana and Illinois—Fair; warmer; fresh to brisk southeasterly winds.

For Ohio—Fair; warmer; light, variable winds shifting to southeasterly and becoming fresh on the lake.

Local Weather Report.

INDIANAPOLIS, Oct. 16.

Time. Bar. Ther. R. H. Wind. Weather. Prec.

7 A. M. 30.46 37 87 N. East. Clear. 0.00

7 P. M. 30.40 32 43 S. East. Clear. 0.00

Maximum temperature, 62; minimum temperature, 35. The following is a comparative statement of the temperature and precipitation for Oct. 16, 1893:

Normal..... 54 6.10

Mean..... 44 4.60

Departure from normal..... -10 -1.50

Excess or deficiency since Oct. 1..... -70 -2.85

Excess or deficiency since Jan. 1..... -76 -2.54

"Plus" Rain..... 1.36 1.36

Local Forecast Official, United States Weather Bureau.

When Man Is Not Great.

Chicago Dispatch.

A man can take his life in his hand and go into the trackless prairie to meet a herd of savage buffalo, or he can traverse the horrors of an African jungle without a shadow in his body. But he cannot enter a fancy wool shop to match a special hue without breaking into a violent perspiration, and finally rushing away without fulfilling his task.

A man can suffer the amputation of a limb, or a heroic manner, but he cannot endure a mustard plaster on his chest without shrieking aloud for mercy.

A man can bear the deprivation of his wealth with the calmness of a stoic, but he cannot lose his collar stud on the bedroom floor without a violent outburst of emotion.

A man can smile grimly under the tortures of the rack, but he cannot treat on a tack with his bare feet without a bitter howl.

A man can walk forty miles a day and arrive fresh and bright at the end of his journey, but he cannot nurse a baby half an hour without complaining that he is tired.

A man can calculate to the uttermost farthing the cost of the Suez canal, but he cannot estimate the cost of a woman's bonnet without egregious errors.

A man can possess the physical strength of a Samson, but he cannot help to take down the pictures for the annual spring cleaning without feeling completely exhausted.

A man can suffer death at the stake with the dignity of a martyr, but he cannot be chased after his hat in a public road without looking ridiculous.

A man will go through fire and water to win the heart of his heart, but he will not allow her to see him with a four days' growth on his chin.

Another Victim of Oil and Fire.

Special to the Indianapolis Journal.